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Illinois Environmental Protection Agency
Bureau of Air
2200 Churchill Road
Springfield, IL 62794-9276

August 1993

Cash For Clunkers

Pilot Project

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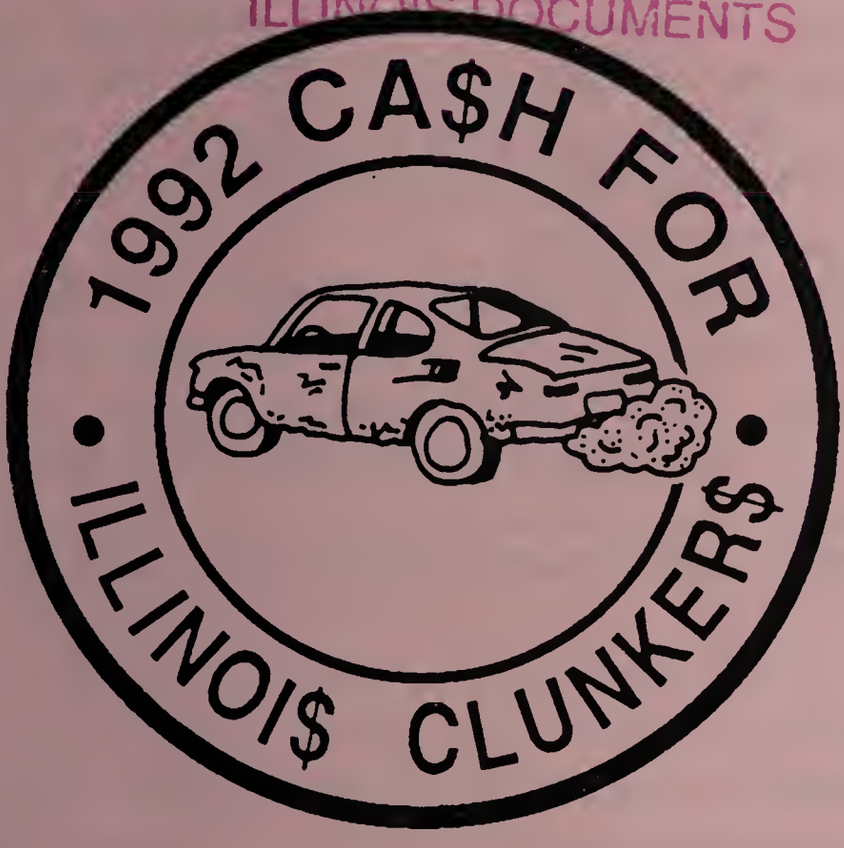

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CASH FOR CLUNKERS

In the search for programs to decrease mobile source air pollution, the IEPA turned to a new idea. Maybe, money could be offered so people would give up their highly polluting old cars. And maybe, in the process, we could find some important information about the amount of pollution these cars were spewing from their tailpipes. As a result of the market-based initiatives provisions outlined in the Clean Air Act Amendments of 1990, the Illinois Environmental Protection Agency (IEPA) began planning for the implementation of a car scrappage pilot project. Two similar projects had previously been conducted by Unocal in California and by US Generating Co: in Delaware. However, the IEPA's project included several innovative features that had not been tried before.

Potential participants were selected through the use of the Division of Vehicle Inspection and Maintenance's database program. Vehicles from model years 1968 through 1979 that were currently on waivers or that had only marginally passed their last emissions inspection were targeted.

The price paid for the cars varied from $647 to $950. The paid amount was dependent on the level of emissions expected from a car of each eligible model year. The average price paid was $860. At the time of purchase, the car became the property of the scrapper, and title transfers were handled through the Secretary of State's office.

All purchased cars were tested at Autoresearch Laboratories, Inc. (ALI) in Harvey, Illinois. ALI is a recognized testing lab by the United States Environmental Protection Agency. ALI tested the emissions from the cars using an IM 240 test, with a purge and pressure analysis. IM 240 is the enhanced emissions testing procedure that will most likely be used as a replacement to the current emissions test in areas with unhealthy air pollution levels.

Following the testing of the cars and the recording of test data, the cars were taken to a scrap yard and disposed of in an environmentally sound manner.

COMMONLY ASKED QUESTIONS

Q: How did the selection process work?
A: A list to work from was produced through the IEPA's vehicle emissions testing database. Approximately 1,300 car owners were sent forms asking whether or not they were interested in selling their cars. Over 600 forms were returned with 448 car owners expressing interest in selling their cars. The targeted area included the southern third of Chicago and the southern suburbs since the collection site was located in Harvey, Illinois, a south suburb. Over 3,000 calls were received from interested citizens who heard about the project.

Q: How many cars did the project scrap?
A: The final count of scrapped cars was 207.

Q: Why did the program take place in the Chicago area?
A: The Chicago area is designated as a "severe" nonattainment area for ozone. Since mobile sources contribute to the ozone problem and Chicago must reduce its pollution level by 15 percent by 1995, Chicago was a prime target area. Additionally, it is the Chicago area (as well as the St Louis/Metro East area) that does mandatory car emission testing.

Q: Would an ongoing program of this type use tax dollars to buy these vehicles?
A: No. The project was designed so that corporate sponsors would purchase most of the cars. The corporate sponsors that contributed funds to the pilot project were: Abbott Labs, Amoco Oil, Clark Oil, Commonwealth Edison, Mobile Oil, Peoples Gas, and UNOVEN Oil.

Q: How can I participate in a future, full scale scrappage program?
A: If you live in an area that requires you to test your vehicle and you own a vehicle manufactured between 1968 and 1981 that has trouble passing the vehicle emissions test, you may become eligible for a future program. Owners of eligible vehicles are invited to complete the form on the back and mail it to:

Illinois Environmental Protection Agency
Office of Public Information
2200 Churchill Rd.
P.O. Box 19276
Springfield, IL 62794-9276

The IEPA will maintain an a list of all potential participants. Eligible persons will be first in line for a future program.

PROGRAM RESULTS

A final report containing the test results of the pilot project has been completed. Some of the major conclusions follow. Of the 207 purchased cars, the IEPA was able to test 194 of the vehicles. The results indicated that the vehicles emitted an average of 16.09 grams per mile of hydrocarbons and 4.81 grams per mile of nitrogen oxide per vehicle. A follow up survey found that participants purchased replacement vehicles with the average model year 1984. On average, 1984 vehicles are expected to emit 3.24 grams per mile of hydrocarbons and 2.68 grams per mile of nitrogen oxide for each vehicle. The total emissions that were saved by scrapping the 207 vehicles was 43.6 tons of hydrocarbons and 7 tons of nitrogen oxide.

For the project, the cost per ton for ozone precursor emission reductions (hydrocarbon + nitrogen oxide) was $6,530 per ton. If a full-scale program that scraps at least 5,000 vehicles were implemented, it is estimated that incurred costs would be less than $2,500 for ozone precursor reductions. This would be lower than traditional control on smokestacks and industrial air pollution.

Based on the results of the Cash for Clunkers pilot project, the IEPA is making a recommendation that a full-scale scrappage program be included as an option for industries to use as part of their emission reduction strategies.

DRIVER INFORMATION

Name_____

Address_____

Phone (day):_____(evening)_____

VEHICLE INFORMATION

Model Year_____ Make_____

Model_____ License Plate #_____

VEHICLE EMISSION TESTING PROGRAM STATUS

please check appropriate response:

☐ this car passed the last VETP test

☐ this car failed the least VETP test but received a waiver.

☐ this car failed the last VETP test and is currently, or soon to be, in the enforcement phase of VETP.

INTEREST IN VEHICLE SCRAPPING

☐ Yes, I am interested in my vehicle being purchased and scrapped, and would like to be contacted for future collection events.

☐ I may be interested and would like to be informed of future opportunities.

_____ _____

Signature Date

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